dynamics of track wheel interaction. The actual operating speed of the Crane in each section is determined on case-to-case basis according to the track and bridge conditioning prevailing in that section.

(b) The decision to operate any rolling stock at a given maximum speed is based on:

(i) Maximum permissble speed certificate issued by Research Designs and Standards Organisation (RDSO) of Railways after doing oscillation tras and taking into account the relevant standards for track, bridges, signaling, etc.

(ii) Joint Safety Certificate issued by the concerned officers of the Zonal Railways for track, bridges, rolling stock, signaling and operating branches.

(iii) Scrutinizing the recommendations on the relevant documents submitted by the Zonal Railways by Commissioner of Railways Safety (CRS) based on IR Act 1989. The recommendation of the CRS is sent to the Railways Board through the Chief Commissioner of Railways Safety (CCRS).

(c) Yes, Sir. The applicable rules and parameters have been followed by RDSO and CRS while granting clearance certificate for all types of rolling stock.

(d) So far, no Crane has been cleared for 100 kmph operation.

Conversion of Rajkot-Veraval Rail Line

2832. SHRI ANANTRAY DEVSHANKER DAVE:
SHRI RAJU PARMAR:

Will the Minister of RAILWAYS be pleased to state:

(a) what is the physical and financial progress of conversion into broad gauge of the Rajkot-Veraval rail line;

(b) whether the Ministry of Railways has a time bound programme for completion of the this conversion work; if so, the time frame for the completion;

(c) whether allocation for this work commensurate with the time-frame specified; and

(d) the details of status of extension of this project to Somnath and Kodinar?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI O. RAJAGOPAL): (a) to (c) Gauge conversion of Rajkot-Veraval rail line is in progress where earthwork, bridges and ballast supply have been taken up, Rs. 25.58 crores has been spent upto March, 2001. An outlay of Rs. 20 crores has been provided for this work during 2001-2002. No target date has yet been fixed. The project will be completed in the coming year as per availability of resources.

(d) The survey for extension of this line upto Kodinar has been completed. The report is under examination in consultation with the Railway. However, Government has approved extension of this line upto Somnath.

Import of Coaches

2833. SHRI K. RAHMAN KHAN: Will the Minister of RAILWAYS be pleased to state:

(a) the number of coaches imported for use in the Indian Railways during the last three years and at what cost;

(b) what were the reasons for importing these coaches in view of the fact that Indian Railways are fully competent to produce such coaches; and

(c) what are the defects noticed recently for which these bogies were withdrawn from operating within one month of their introduction?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI O. RAJAGOPAL): (a) Over the period of last three years a total of 24 numbers of coaches have been imported only in the year 2000 from M/s ALSTOM-LHB. Germany at the Free on Board (FOB) cost of Deutsche Marks 52,663,000 (Rs. 106 crore